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NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

BIRTH.

NIGHTINGALE. On October 10th, at Macao, to Mr. and Mrs. G. FRANKLIN NIGHTINGALE, a daughter. [1239]

HONGKONG OFFICE: 10A, DES VEXES ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 24TH 1913

The more the opium monopoly proposal is considered the greater appears the necessity for this Government to be perfectly frank with the taxpayers in regard to the subject, and we are surprised to find that very little was added at yesterday's meeting of the Legislative Council to what was said on the subject by His Excellency a fortnight ago. We understand that a few months ago the present Opium Farmer offered, when their agreement expires in March next, to continue the Farm at a rental equivalent to \$1,750,000 a year, on condition that the agreement could be terminated by either side at any time on two months' notice being given. The figure named represents an increase of six lakhs of dollars on the present rental; but the Government has preferred to put forward a proposal to abolish the farm system, and run the opium business themselves, while they estimate a lower revenue than the Opium Farmers' offer represents. It is a noteworthy fact—and one to which the attention of the Anti-Opium Society at Home might usefully be drawn—that protests on moral grounds against the Colonial Government directly setting up in business as opium dealers have been entirely lacking. No doubt when Parliament reassembles we shall hear of protests from Mr. THEODORE TAYLOR and other fanatics against another Colonial Government directly engaging in a trade which the House of Commons has declared to be "morally indefensible"; but the chief interest which the matter possesses for the Hongkong taxpayer is the financial

aspect of the proposal. The motives which have inspired the contemplated change are not motives of financial gain; the object is "to maintain a stricter and closer control over the use of opium." In other words, the desire is to work more effectively for the suppression of the opium habit, so as to conform to the wishes expressed by the Imperial Government. The success of this policy means the decline of the revenue at a greater rate than would probably be the case under the farm system, for reasons presently to be stated. Therefore the proposal is one which needs to be examined with care. When we referred to the subject in this column a fortnight ago, we remarked that the Estimates showed the Government to be reckoning on getting in 1914 a net revenue of four lakhs of dollars above the present annual rental. On the face of it, this would seem a very conservative estimate, especially in view of the offer of the present farmers to pay for the farm a rental exceeding the net revenue estimated by the Government under the monopoly system—for the farmers would not make that offer if the profits were not large enough to make the payment of such a heavy rent worth while. Hence it would seem at first sight that the Government is well on the safe side in estimating for a net revenue of something under \$1,600,000, and the suggestion we made a fortnight ago that it might be well not to count too confidently on the Government getting this amount of revenue from opium would thus appear to be unduly pessimistic. Time must be left to show whether this is so or not; but there are two considerations which should not be overlooked. One is that inasmuch as it is the declared policy of the Government to work in line with China for the suppression of opium, there is certain to be, at the very start, considerable hesitation on the part of consumers to make purchases at Government depots, and on this account alone a substantial decline in the business may be expected. Next, it is of no little interest and importance to know whether the Government intend to carry on the export trade now done by the farmers with countries which have not prohibited such imports of opium. We can imagine the outcry which will be made by the Anti-Opium Societies in England if the Government of Hongkong engages, for example, in an opium trade with Mexico; but in this connection attention may be drawn to the Agreement between Great Britain and Portugal recently published in the *Government Gazette*. Under this agreement the Opium Farmer at Hongkong is permitted to import per annum 120 chests and the Macao farmer 240 chests of raw opium "exclusively destined for exportation to countries which have not prohibited at present or which shall not prohibit hereafter such imports of opium." The bulk of this opium, we believe, goes to Mexico. Is the Government going to continue this trade? If not, it means that there will at once be an immediate loss of some six lakhs of dollars in the revenue, and this will be to the benefit of the Macao farmer, for the recent agreement, it may be noted, provides that the Macao farmer may increase the number of chests each year on production of "customs certificates passed by the authorities of countries importing the opium showing that the quantities authorised are required for legitimate purposes, over and above the 240 chests referred to in Article 4." The Macao farmer, of course, will have no difficulty in obtaining the necessary certificates if the Hongkong Government declines to carry on the business. It has not been made clear what the Government hopes to gain from the change. We had imagined that the Government already possessed ample means of closely and strictly controlling the traffic, for no person is allowed by the Ordinance to possess more than 5 taels of the farmer's opium, and we have heard of no prosecution for an offence against this provision. The Opium Farmer's observance of the laws and regulations of the Colony is secured by a guarantee of half a million dollars, and as no allegation is made that he has abused his position, the abolition of the farm has the appearance of being made purely in deference to the "pious sentimentalism" which obtains in Downing Street on this subject, and without any clear prospect of advantage to public morality in the Colony, except such as may be gained from the timidity of the Chinese opium smoker to buy direct from a Government which is bent on suppressing the traffic. It is strange that no one in the Legislative Council yesterday raised the question as to whether the Government as monopolist will carry on the export trade now done by the opium farmer, as this obviously must have an important bearing upon the soundness of the estimate given of the revenue anticipated from opium in 1914.

A telegram from the Manila Observatory received in Hongkong at 4.55 p.m. yesterday reported the typhoon E. of Southern Luzon to be recurring N.E.

The University of Hongkong announce Matriculation Examinations for December next and the following July. The advertisement will be found on page 4. We understand that the University intends to hold two Matriculation Examinations every year.

It was recently reported to the police by a Director of the Po Wa Insurance Company, living at Bonham Strand, that \$4,000 odd worth of clothing had been stolen from his residence. The police have succeeded in arresting a man, who was charged before Mr. J. R. Wood yesterday at the Magistracy and charged with being implicated in the theft. Mr. J. H. Gardner appeared for the prosecution, and the case was remanded for a week.

A distinctly amusing police case comes from the Wanchai Station. A constable noticing a man alighting down a water spout on the Praya East, promptly collared him and hauled him before his superior officer, Inspector MacHardy. The Inspector was quick to notice that the man was wearing an excessive amount of clothing, and closer examinations revealed that he was wearing two or three suits which he had stolen from a house on the Praya. Mr. F. A. Hazledorn sentenced the thief to a month's hard labour and four hours' stocks.

A large number of new Fellows were elected at the last meeting of the Royal Colonial Institute, the list including Messrs. A. Cavendish, H. O. Eckhardt, R. G. Evans, F. C. Marshall, F. D. B. Openshaw, Hastings Rhodes, J. R. Walpole, and G. F. Ward (all of the Malay States), Capt. John A. Jones, Wm. H. MacArthur, B. Nunn, and Kenneth A. Stevens (of the Straits Settlements), Frank W. Marrett (of Siam), John Reidie (of Hongkong), Arthur E. Tremblay (of North Borneo), and Robt. H. Wood (of the Philippine Islands).

CORRESPONDENCE.

HONGKONG HOTEL CO., LTD.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 23rd October, 1913.

SIR, I notice in your columns that a meeting of shareholders of this Company is called for Saturday next, in order to make certain additions to the Regulations of the Company.

In the share report where you give the daily market quotations for shares I observe that the \$50 shares are quoted at \$125, or 150 per cent. premium, and the \$25 shares are quoted at \$65, or 240 per cent. premium.

The dividends paid by the Company are of the same percentage value on both the \$50 and \$25 shares.

Can any of your readers enlighten me why the large percentage difference in value above mentioned should exist between the old and new shares?—Yours, etc.

IGNORAMUS.

HONGKONG CRICKET CLUB.

The following will represent the Club in a League match to-morrow against Civil Service Cricket Club, at Happy Valley. Play will commence at 2.15 p.m.:—K. Hancock (Captain), R. N. Anderson, C. H. Buckingham, A. A. Claxton, P. H. Cobb, D. E. Donnelly, A. C. E. Elborough, M. M. Maas, S. S. Moore, G. Norrington, and T. E. Pearce.

DEATH OF MR. OSBERT CHADWICK, C.M.G.

Mr. Osbert Chadwick, C.M.G., M.Inst. C.E., M.I.M.E., who died on September 27th at the house of a friend in Kirkcubrightshire, was the son of the famous sanitary reformer, Sir Edwin Chadwick. Born in 1844, Mr. Osbert Chadwick was intended for the Army, and after passing through Woolwich joined the Royal Engineers in 1864. But in 1873 he left the service, and followed in his father's footsteps by becoming a civil engineer. Before long he was regularly employed as consulting engineer to the Colonial Office, principally in connection with sanitary work in the Crown Colonies. He was sent out to Hongkong on a mission of this nature in 1883 or 1884, and again ten years later, after the outbreak of plague in Hongkong he and Mr. Simpson were sent out by the Colonial Office to report upon the sanitary conditions of the Colony, and one result of their visit was drastic amendment of the building Ordinances. The *Times* notice of his death says that Mr. Chadwick will be remembered chiefly for his services during the eighties in Malta, where he constructed the waterworks, for which he was made a C.M.G. in 1886. Mr. Chadwick was a man of great energy and force of character, as well as independence of thought, and was recognized as one of the great sanitary engineers of his time. For the last ten years he had been an invalid. He was unmarried.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE RECENT RAILWAY DISASTER.

DRIVER OF SECOND TRAIN SENTENCED TO TWO MONTHS' IMPRISONMENT.

LONDON, October 23rd.

The driver of the second train in the recent railway disaster at Aisgill, who was found guilty of manslaughter, has been sentenced to two months' imprisonment in the second division.

LATER.

The officials of the National Union of Railwaymen are staggered at the sentence passed on Candler, and they state that they will do their utmost to get the sentence quashed. Some of the railwaymen talk of a strike.

"BACK TO THE LAND."

INDUCING A STREAM OF EMIGRATION FROM TOWNS.

LONDON, October 22nd.

Mr. Lloyd George addressed a gathering of 4,000 railwaymen at Swindon last evening. In the course of his remarks the Chancellor replied to Mr. Prettymann and others relative to golf courses versus deer forests. He said that if the whole Highland forests were converted into golf courses, they would total two hundred, regularly employing 16,000 people. Therefore the comparison was nonsense.

Mr. George said the Government's scheme was to assume complete control of the land monopoly and give security to the tiller of the soil. They proposed to establish a Ministry of Land to take over the functions of the Board of Agriculture and the registration, transfer, and valuation of land. The new Ministry would appoint Commissioners, empowered to reduce the rents on small farms, etc., as the Courts did in Scotland.

Mr. Lloyd George reiterated the necessity for a minimum wage, reasonable hours, and proper housing, with garden.

He announced that the new Ministry would have full power to buy neglected land at a reasonable price. They must induce a stream of emigration from the towns, and bring the people back to the land.

GOLF COURSES INSTEAD OF HIGHLAND FORESTS.

Among the epithets applied by the Unionist papers to Mr. Lloyd George's speech are "absurd," "fantastic," and "revolutionary." They also declare that it will fail as a vote-catching device.

The Liberal Press warmly welcome the "momentous utterance," and emphasise the fact that Mr. Lloyd George's statement represents the unanimous conclusions of the Cabinet.

FRENCH MILITARY AVIATOR'S DEATH.

FATALE ATTEMPTS TO IMITATE M. PEGOUT.

PARIS, October 23rd.

The French military aviator, M. d'Auroche, was killed at Epinal when attempting to imitate the performance of M. Pegout.

THE SOMALILAND CAMEL CORPS.

LONDON, October 23rd.

The *Morning Post* states that Captain E. G. Lawrence has been appointed to command the Somaliland Camel Corps, which is doubled.

DIPLOMATIC CHANGES.

LONDON, October 23rd.

Mr. H. G. M. Rumbold, Councillor of the British Embassy at Tokyo, has been appointed Councillor of Embassy at Berlin. The position at Tokyo will be filled by Mr. H. H. D. Beaumont, of the Foreign Office.

THE CARDIFF DISASTER.

LONDON, October 23rd.

Eighteen rescuers were overcome by gas in the Senghenydd mine yesterday and operations had to be postponed.

The relief fund now amounts to £39,000.

The Annual Volunteer Camp will be held from the 9th to the 17th of January, 1914, inclusive.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE ABORTIVE RISING IN PORTUGAL.

LISBON, October 23rd.

The Government states that it knew that Committees in Europe and Brazil were awaiting the disorders. The rioters consisted mainly of small groups of civilians. There were no disturbances at Oporto, and the incidents at other places were insignificant.

VIGO, October 23rd.

Travellers from Portugal say that a portion of the Army and Navy is supporting the movement. Some of the Artillerymen revolted and killed their Captain.

THE MEXICAN QUESTION.

AMERICA ANGRY WITH BRITISH AMBASSADOR.

LONDON, October 23rd.

The fact that Sir Lionel Carden, the British Ambassador to Mexico, presented his credentials to President Huerta to-day, after the latter's declaration of Dictatorship, appears to have given ungrace in Washington, in view of the American Government's declared policy towards President Huerta. Moreover, the statement ascribed to Sir Lionel Carden, in an alleged interview, that the United States do not understand the conditions in Mexico does not tend to allay the irritation.

Some of the American papers have started the idea that Sir Lionel really represents Messrs. Pearson's oil interests, which the British Government are supporting.

A Reuter's representative was informed that Great Britain is solely anxious for settled conditions, and recognised President Huerta in the belief that he was the best man on the spot.

FRANCE IN CHINA.

REPLY TO DEMANDS.

It is reported that in reply to the demands made by the French Minister the Government has made the following reply:—

1.—The right to construct Railways between Yunnan and Szechuan. In the 23rd year of Kuang Hsu a memorial was forwarded by Yunnan and Szechuan to the Throne requesting that the merchants of these two provinces be given the right to construct this line, and the concession was then given. Although the form of government of China has been changed, the sovereign right is lodged in the people of this country. Therefore your nation has no right to construct this railway, hence the request cannot be complied with.

2.—The right to operate Mines in Yunnan Province. The vitality of a nation is in her mines, therefore foreigners should never have the right to operate them. If your nation should try to operate them by force, it is in conflict with the treaties. Therefore please stop operations in order to avoid complications.

3.—The right to establish a Minchew (office for civil affairs) in Kuangchow. In accordance with the Lunghow treaty of the 17th year of Kuang Hsu, your nation should not have the right to appoint these officials. As this demand does not agree with the Treaty it cannot be recognized by our Government.—

Peking Gazette.

THE POWERS IN CHINA.

Dealing with the economic position of the Powers in China the *Osaka Mainichi* points out that the economic invasion of China is a matter of history, and has now reached a stable condition. Britain occupies the strongest position, her economic investments in China representing one-fourth of China's foreign loans. The following table shows the details in yen, of the investments of the Powers in China:—

	Government loans.	Provincial loans.
England	324,518,250	23,480,000
Germany	210,763,250	16,000,000
France	147,837,361	4,320,000
Russia	106,729,351	210,000
Belgium	29,068,663	37,380,000
United States	16,000,000	3,320,000
Japan	69,670,000	3,270,000
Other Powers	643,153,840	2,870,000

Total Yen...1,627,871,728...27,880,000. As shown by the figures Britain comes first on the list, supplying one-fourth of China's requirement, and next comes Germany, which supplies one-eighth of China's whole national debt. Japan's total investments in China stand at 79,000,000 yen, which is only a sixth of Germany's investments and a fourth of Germany's. China has also floated a large amount of loans in the domestic market, which are practically foreign debts. When these loans are taken into account, the amount supplied by Britain and Germany is still further increased, and the percentage of Japan still further lowered.—*Japan Daily Mail*.

In the Paris Courts an ex-Ambly is bringing an action against the Chinese Legation at Paris for £4 damage for the loss of his moustache. Some time ago M. X., who boasted a splendid moustache, sacrificed it that he might enter the service of the Chinese Legation as valet at £3 a month. In a week he got his moustache back, and at once sought legal satisfaction. He pleads, among the injuries done him by his shaven state, the loss of the affections of a comfortably-dowered fiancée.

WAR ON OPIUM.

HUNAN'S TRIUMPH OVER THE BLACK VAMPIRE.

Mr. C. E. S. Wakefield, acting Commissioner of Chinese Customs at Changsha, in his report for 1912, writes:—Among the provinces which have striven to throw off the thrall of the opium habit Hunan has been one of the most vigorous, and her efforts have surpassed in result the most optimistic anticipations. So successful have these efforts been, that it may be confidently said that the whole province, with such small exceptions as serve to throw the rest into relief, is now rid of the black blot that a short time ago marred its fairness. The predictions that have been so freely made of the probability of worse evils, such as morphia or drink, replacing opium, show no signs of being verified.

Dr. F. C. Yen, of the Yale Mission Hospital, states:—As far as I know, morphine is practically not used as an injection, or by mouth, in this province. The Red Cross hospital and the Yale hospital receive a large number of opium patients from the Opium Bureau, and so far we have not observed a single case of morphine habit. The same is true with cocaine.

As for drink, perhaps the hardy Hunanese are less averse to the pleasures of the wine cup than people of most other provinces ("bars" are not uncommon in the city), but there is no indication of an increase in the consumption of alcohol.

Cigarettes have a smaller hold in this province than perhaps on any other part of China, due, possibly, to the excellent tobacco grown locally, and the sales for the past year show no marked growth.

The only parts of the province where opium is grown are the mountainous regions of Kweichow, near the Kwangsi border, and Kienchow, near the Kweichow border. Efforts are now being made to eradicate the poppy from these districts.

The Government sales bureau, with the monopoly of the retail trade in opium, was closed on the 13th July, and all smoking was prohibited from that date. Heavy fines were exacted for infringements of the order, and all stocks were shipped to other provinces or destroyed. Finally, the Government went further, and made smoking a criminal offence. Contrary to expectation, the extreme penalty was inflicted on several confirmed smokers, and public opinion approved of the measure.

These executions have been criticised; but may be urged that they were necessary to impress upon the people the deadly earnestness of the Government in their determination to rid the province of an incubus which once lay so heavy upon it.

THE RELIGION OF CONFUCIUS.

THE QUESTION OF A STATE RELIGION.

On the 13th inst. a meeting was held in the Temple of Heaven by the Constitution Drafting Committee to discuss whether Confucianism should be adopted as the State religion for the Chang Hui-Min Kuo. Members Wong Jung-pao, Chu Chao-hsin, Wang Chin-fang, Huang Tsan-yen and Hsiao Nai-chi advocated strongly that it should be settled in the National Constitution that Confucianism shall henceforth be regarded as the State Religion of China. Their chief points are that the religion regarding human relations taught about 2,000 years ago may be considered as the final development of all spiritual religions of the modern day. Eventually it will supersede all other religions in the world, and therefore it is but natural that this country, which gave birth to such an excellent religion, should adopt it as its State Religion. Furthermore, they said that Confucianism has been the essence of this nation. It models the habits and characteristics of the people, and has been admired and worshipped by all, therefore it is necessary that the Constitution of this country should have so valuable a content.

The above views were contradicted by members Wong Pan-nien, Wu Chao-chu, Ku Chung-hsiu, Lu Tien-yen, and Hsu Ching-hsin, who said that, firstly, the religion of Confucius is not original. Confucius acknowledged that he was only repeating or reiterating the teachings of Emperors Yao, Shun, Wen and Wu. Now it has been proposed that Confucianism should be made a State Religion, but according to the right course of logic, if China should ever adopt a State Religion, it is not the religion of Confucius, but the religion of Emperors Yao, Shun, Wen and Wu; or the whole thing is a farce. Secondly, the chief principles of Confucianism are fidelity and sympathy. Should this religion be fixed in the Constitution, those who do not possess these two qualities will be considered as offenders against the Constitution. Would it not be absurd to punish men for their violation of the Constitution, because of want of fidelity or sympathy? If we want the Constitution to be respected by all it is imperative that State and Religion should be separate.

When put to the vote the latter view was adopted, and Confucianism is not to be made a State Religion.—*Peking Gazette*.

COBWEB GOWNS.

THE LATEST FASHION IN AMERICA.

American dressmakers are devoting some attention to the possibilities of pina cloth, from the Philippines, as an artistic substitute for the diaphanous gowns worn by American women, who demanded the very latest thing in dress fabric. The stores are ordering considerable quantities for next season, says the *Telegraph*'s New York correspondent.

Pina cloth is more diaphanous than the thinnest of voile, more pellucid than the most clinging crepe de Chine, and more transparent than the filiciest of crepe net. It can be doubled several times and still be transparent. In one layer it has no more thickness than cobweb, and gowns made of pina will be called cobweb gowns. It is called pina cloth because it is made of half silk and half pineapple fibre.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, Hon. Mr. CLAUD SEVERN.

H.E. MAJOR-GENERAL F. H. KELLY, C.B.

Hon. Mr. A. M. THOMSON (Colonial Secretary).

Hon. Mr. J. A. S. BUCKNILL, K.C. (Attorney-General).

Hon. Mr. A. G. M. FLETCHER (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. E. R. HALLIFAX (Secretary for Chinese Affairs).

Hon. Mr. C. McIL MESSER (Captain Superintendent of Police).

Hon. Mr. E. A. HENRY, C.M.G.

Hon. Mr. E. SHILLIM.

Hon. Mr. D. LANDALE.

Hon. Mr. LAU CHU PAK.

Hon. Mr. R. H. CROFTON (Clerk of Councils).

THE MILITARY CONTRIBUTION.

Hon. Mr. HEWITT—Sir, I beg to move the resolution standing in my name, but before doing so will make a few remarks on the subject. Once a year the unofficial members have the privilege of discussing the estimates for the following year, and for many years past a most important item of the estimates has been our military contribution, this year amounting to very nearly 17 lakhs out of a total revenue of 86 lakhs. We are unable to understand why we should not be allowed to discuss such a very important item of expenditure whenever the estimates are put before us. However, a higher power has ruled that this is not to be allowed at the same time we do not see how it is possible that such a regulation has been laid down, and can only suppose that it has been done by the kindly forethought of the Secretary of State for the Colonies, who wished to save the unofficial members the almost useless and hopeless task of trying to get this excessive tax reduced. Therefore it is necessary, if we are to have any voice at all on the question of the military contribution, to bring forward a special resolution. I have done so this year because I think the time has now arrived to enter the strongest protest we possibly can against this unjust tax. Time was when feeling in the Colony was strong as to paying any tax at all. My predecessor, Sir Thomas Sutherland, speaking when the vote was brought before this Council, was no doubt voicing the feeling of the community when he said he considered the Colony should not be called upon to pay any contribution, but he was a good deal of water has run under the bridge since then. Our views have changed and we have become more imperialistic in our ideas. I do not think we will find any people who will object to contributing towards the upkeep of the garrison of the Colony, but we do most strongly object to this excessive tax which is enforced upon us, and as your Excellency is aware we have repeatedly protested against this tax. At the present moment our revenue is 91 million dollars, and it is estimated that we have to expend about 107 million, and have to draw from our reserves in order to balance the budget. An important item of the revenue is a tax to which we object, and hope to see abolished eventually—I refer to the tax on liquor. Next year it is estimated to produce something like \$700,000. That tax was enforced very much against the wishes of the Government, and very much against the wishes of the community. But money had to be raised for the time being, and we agreed to it. Out of that balance the budget we will have to pay no less a sum than \$145,000 towards the military contribution. There is probably hardly any Colony, if any Colony at all, under the British flag which is forced by geographical and other conditions to spend such enormous sums of money in public works. Situated as we are, in the region of typhoons, we have to spend very large sums on the refuge for small craft, on damage done ashore and afloat and by wreckage of houses; also by damage done to the public gardens, to trees, and by loss of life through the capsizing of boats. And that will always go on. We have to remember that through the formation of the island we have to depend upon our water supply for storage which is collected through a short time in the year; no one reservoir can drain sufficient for our needs. I remember the time when the first Tiam reservoir was made, when people were saying, "Thank goodness, there will be no more famine." Since then our water supply has been increased by two-thirds, and even this year we suffered from a very severe famine. The sites for our buildings have been provided at great cost, being either hewn out of the hills or reclaimed from the sea. The same applies to our roads, and I would remind you that a great many of them have been made for military purposes, notwithstanding the fact that they furnish a pleasant walk on Saturday or Sunday afternoons. That being so, it is imperative that we should have as much of our revenue as possible expended upon ourselves. Every few years we see some important public work completed, and we have to start on something else. Even now, although we are engaged on two very important public works costing millions of dollars, the harbour works, the dredging of the harbour and other works have not been carried out if this Colony is to hold the position it does. Therefore it is wrong, absolutely wrong, that the Home Government should force us against our will—for with the exception of Sir Henry May none of us support the tax put upon us now—to pay such an excessive share of our revenue for this purpose. I think that is all I need say, because the question has been frequently discussed, and the same thing has been said over and over again. As you are aware, however, a very important Commission met last Spring on the question of the military contribution from overseas possessions. I think that Commission closed in August or September last year, and we should be very glad to hear from his Excellency whether anything has been heard as to the findings of that Commission. As your Excellency is aware, in June, 1911, a motion was brought forward that the military contribution from this Colony should not exceed more than one million dollars in one year. Most of us were in favour of limiting it to eight lakhs, but the point was split and we recommended that we should pay a round sum of one million dollars. We thought that should be the very outside limit, and I beg to move the resolution standing in my name, which is as follows:—

"It is hereby resolved that in the opinion of this Council it is expedient that the 'Defence Contribution' Ordinance, 1901, be so amended as to provide that the contribution in respect of any one year shall not exceed the sum of one million dollars local currency (\$1,000,000)."

Hon. Mr. WET YUK seconded the resolution. Hon. Mr. LANDALE—I should like to say a few words in support of this motion. The amount of one million dollars in connection with the contribution makes it quite clear that it is not to contribute towards the defence forces that we object, but to the system under which the amount of the contribution is assessed. \$80 much has been said on this subject that it is hardly necessary for me to repeat that when the Government of this Colony decides to undertake any large public work the cost of that public work has to be paid for out of revenue, and in order to raise that revenue taxation has to be imposed, not only to the full cost of that public work, but to a large extent twenty per cent. in addition. I think, sir, that such a system cannot be defended upon any reasonable grounds. And there is another view of this matter, which I think, one is rather apt to overlook, and that is, that although the military contribution is the only direct contribution made in Hongkong, there is a pretty large sum of money which reaches the Chancellor of the Exchequer in London, indirectly from Hongkong. If you take, for instance, in the first place, the steamers—British steamers—that use this port—and we should remember that the mainstay of this place is shipping—the great majority of them belong to companies registered in London. And on the profits which these companies make upon the steamers coming here they have to pay taxes. Take another instance. The manufacturer makes a profit on any goods which he produces and sells in Hongkong and he has to pay on that profit an income tax. There is another—as everybody knows—a large sum of money sent annually from Hongkong, which is known as the contribution to the income tax. It would be a very difficult matter to compute the aggregate of all these sums, but it must reach a very considerable sum of money. And this revenue does not exist if Hongkong did not exist. It may be said that this is an inopportune moment to raise this question of military contribution in view of the recent disturbances in China, but I do not think so. The recent disturbances to the garrison here were not altogether for the defence of Hongkong. They were for the protection of British trade in China. And if you apply my argument to the much larger question of the cost of protecting British trade in China, there can be no doubt whatever that the British nation and the British Government derive a very large revenue from that trade. I think that, taking this matter fully into consideration, the direct contribution from Hongkong is only justifiable on the grounds that the amount should be subscribed proportionately, and the amount from Hongkong should be a very large amount. The only return which the British Government can make to those who work to produce the revenue which they collect from the trade with China is to grant them a certain measure of protection by the forces of the Crown, and surely it cannot be argued that we are not entitled to that protection.

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT—I may say that I understand with no sort of surprise that I understand that the hon. member who introduced this motion down for discussion today, because we know that year after year he has addressed this Council on the same subject. And it was with no surprise that I found that he had put down this motion this year when we realise the amount which has to be allocated for the defence contribution is so much greater than it has been before. The hon. member again referred to the fact that the hon. members of this Council are debarred from discussing the subject of the defence contribution when the Supply Bill comes before the Council. That, of course, follows naturally from the fact that this contribution from the revenue is provided for by Ordinance, and therefore it would be quite out of order in the ordinary debate on the Supply Bill to discuss it. We have all listened with great interest to the arguments of the hon. member, and also to the arguments of the hon. member on my left (Hon. Mr. Landale), which, in some measure, were natural ones. The discussion on this motion, will, in the ordinary course, go home to the Secretary of State, who will have the opportunity of reading it. But, on behalf of the Government, I may say we are unable to accept this motion, for, as the Council have already been informed, this subject has been considered by the Committee appointed by His Majesty's Government; and further, it is not a matter in which we are able to make any recommendation.

Hon. Mr. LANDALE—I presume, therefore, sir, you have no information of the result of that Committee?

HIS EXCELLENCY—I have no information.

Hon. Mr. HEWITT—I ask for a poll, sir.

A poll was then taken, and resulted as follows:—

AYES.—Hon. Mr. Lau Chu Pak, Hon. Mr. D. Landale, Hon. Mr. E. Shillim, Hon. Mr. E. A. Henry, Hon. Mr. W. Wet Yuk.

NOES.—The Captain-Superintendent of Police, the Secretary for Chinese Affairs, the Director of Public Works, the Colonial Treasurer, the Attorney-General, the Colonial Secretary, and H.E. the Officer Administering the Government.

HIS EXCELLENCY—For 5; Against, 7. The motion is lost.

THE ESTIMATES.

THE COLONIAL SECRETARY—Sir, I beg to move the second reading of the Bill entitled, "An Ordinance to apply a sum not exceeding eight million eight hundred and ninety-six thousand eight hundred and seventy-six dollars to the Public Service of the year 1914." In so doing I would draw attention to one or two alterations, one being on page 119, which shows the calculation for the defence contribution. The calculation is made in accordance with recent instructions received from the Secretary of State, which necessitates alteration of the figures on pages 84 and 18. The alteration makes the money spent and charged to the public debt rather clearer than in the former statement.

THE COLONIAL TREASURER seconded. Hon. Mr. HEWITT—Your Excellency, I have been asked by the unofficial members to speak first in reply to your speech of a fortnight ago when you laid the Estimates before us. I shall endeavour to do so as briefly as possible, and for the sake of convenience will take the Estimates in the order in which they are printed, commencing with revenue. On page 5 there is an increase of 13 millions, of which 13 lakhs are the estimated profit of the new opium monopoly. The gross revenue therefore stands at about 91 millions. This, of course, for the moment is very satisfactory, but knowing as we do the trend of public feeling at home, and guessing as we may the probable policy of the Home Government, we cannot look upon this very valuable source of revenue derived from the opium trade as permanent income, and must be prepared at very short notice to forego this altogether. That being so, it is necessary to husband our resources. As I will say more about that later on, I will say more about that later on. I will say more about that later on.

On page 6 there is an estimated increase of \$12,000 to \$20,000, an increase of 60 per cent. I don't quite see what form of punishment, and they are going to result in a very considerable increase. On page 9, liquor duties, which I have already referred to this afternoon, amount to \$715,000. As I have already reminded this honourable Council, no one from the Governor downwards desires that this tax should be continued longer than necessary. It was only introduced as a case of desperate necessity to pay for many other things than the military contribution. We have all been looking forward, since the fortunate settlement of affairs in China and the election of the President, to a further term of prosperity resulting, but the Government do not appear to share our optimistic hopes, because I notice they say there is going to be an increase in pawnbrokers' licences of about \$15,000. Stamp duties show a satisfactory increase of no less than a lakh and a half. As we all know, for many years past a large section of the community have deliberately defrauded the Government of these duties, and I am glad to see that by the appointment of a detective service even a further increase may result from this very valuable source of revenue. The only other point on page 16, rent of Government offices, an increase of from \$21,000 to \$40,000. I think that we had occasion to criticise—if it was not done in the Legislative Council—it was certainly done elsewhere—the manner in which the old Post Office was rented for two years to a Chinaman who was able to reap a very large profit because his tender was accepted. And that brings up the question of letting our work and our business people when calling for tenders to announce that "the highest or any tender need not necessarily be accepted," but the Government apparently, I presume, are required by regulations to accept a tender. The rent for the old Post Office is absolutely ridiculous, and should never have been accepted. Now, turning to expenditure. In all, or nearly all, the departments, there has been a steadily increasing cost of staff, and it is not very easy for an unofficial member going through the figures to find out exactly what the increase amounts to, but so far new posts, alone cost \$145,000, and these appointments are almost entirely in the lower grades. In addition to this annual increase we must also bear in mind that most of these subordinate officers are paid house allowances, or, at great cost, the Government have to supply them with dwelling houses, and this is also an increase to our pension fund. Unofficials have repeatedly called attention to this. They are not at all satisfied in their own minds as to these constant increases in the Civil Service staff are really necessary, and it may be that later on they will ask further information on the subject. Personally I have not had time to go into the subject deeply, but one of my colleagues, who is prevented through illness from being here to-day, is satisfied from figures he showed me that some of the increases at all events are not really required. There is, however, a new appointment which we entirely endorse. That is, the Assistant Secretary for Chinese Affairs. The work of that department is very onerous, and also the most important in our Colony. We all know the amount of work which is thrown on the Secretary for Chinese Affairs, and are glad to know that the Government has at last decided to give him an understudy, who, I am sure, will be of very great use in keeping up the efficiency of this very important department. On page 17 there is an item of a lakh and a half for the erection of buildings for the lower grades of Government servants that we entirely endorse, but we do not think as matters now stand, that the Government should incur any expense in erecting permanent buildings for the opium establishment, because, as I have already said, the whole of that monopoly will have to be wiped out before long. On page 39 there is a small entry of \$180,000 for a watchman for the bathing establishment at North Point. That is a small stop in the right direction, and I am glad that this matter will be having the consideration of the Government in the near future. Your Excellency specially referred in your speech to the grant of \$10,000, making \$20,000, for the University, the second sum being for the Engineering Faculty. That, of course, is most certainly endorsed by the unofficial

members. Coming to the Judicial and Legal Departments, a good deal of money is spent there, but there is no particular reference, as far as I can make out, to the new publication of the Ordinances. Unofficial members are perfectly aware that the gentleman who has drawn up these Ordinances has devoted a great deal of time, thought and ability to the compilation of this very valuable work. Sir John Carrington when he revised the Ordinances received very substantial remuneration in the matter of pay, extension of leave and so on. His successor was even more generously dealt with, and I consider that Mr. Alabaster should receive substantial recognition for his work. I don't know what the Government have in mind, but I think in the form of a present, a testimonial or a fee Mr. Alabaster should receive not less than £200 sterling, and that will be a very cheap amount to pay for such a valuable work. If it is necessary for this point to be referred to the Secretary of State I trust your Excellency will do so, with the addition that it is very strongly urged by unofficial members as a recognition of his valuable services. Coming now to page 90 and the question of hospital nurses, there is no particular reference in your Excellency's speech to this important question, but the matter has been considered carefully by myself and my colleagues and representatives of the community. In order that I may represent their views I drafted roughly what I have to say on the subject, and with your permission, as a very short, I will read it. Another point to which I wish to refer is that of the nurses in the Government hospitals. It is generally admitted that where possible trained nurses should be substituted generally a man, and often an entirely untrained one, with which we had to satisfy ourselves, even a few years ago. This policy has been endorsed by successive Secretaries of State and encouragement has been given by the Colonial Office for some years past to extend the use of trained nurses in our hospitals abroad. In view of the number of hospitals now in existence in the Colony, the number of nurses at present engaged by the local Government seems to be altogether inadequate. The result of working short-handed is that the nurses are often subjected to an undue strain owing to long hours, having to attend to too large a number of patients at a little time and with entirely too little opportunity for the rest and recreation which is so necessary to women engaged in so arduous and important a profession, while we understand it is not infrequently the case that a nurse engaged in maternity cases has at the same time to attend to other patients. The matter has recently been much discussed in private circles and the unofficial members are aware that considerable feeling is felt in certain quarters that whatever may be happening in other departments of the Government service, here at all events there is reason to believe we are very short-handed. We understand that some representation has been made on the subject, but what form it actually took we are not sure. The question, however, appears to us to be one of great moment seriously affecting, or which may seriously affect, any one in the Colony. In order to satisfy the community that matters in this direction are on a proper footing, we would ask that a small Committee be formed of, say, five Justices of the Peace to go into the whole question as to the supply of nurses in the Government hospitals, their pay, allowances and all other kindred questions relating to the efficiency of this branch of our public service. The unofficial members press this point very strongly and trust that your Excellency will see your way to agree to our request. If not, we would ask that these remarks, which are fully endorsed by all my colleagues, be forwarded to the Secretary of State for the Colonies, as we believe that such an enquiry as we suggest will show that there is need for a change in our nursing system. With regard to the increase of pay to the Director of Education and the raising of his post to that of a first class cadet, we are not prepared to express any opinion, but accept the decision of the Government in the matter. We are glad to know that the Government are anxious to know that the question of the better control of private schools in the Colony, many of which, we understand, are most inefficient, and some of which are used under cover of schools for organisations which have of much more undesirable ends than education. We trust that the new Ordinance will come into force next year and prove effective. Now, we come to Public Works, page 86. That department is, we all know, the largest expending department in the Colony, the expenditure being 28.7 of our total revenue. Here again there has been a great increase in salaries, somewhat about \$50,000. I will take a few items I wish specially to refer to first, and then say what I have to say on the department generally. At the end of I have already referred to the cost of building quarters for subordinate officials, which, as matters now stand, is unquestionably a sound step to take. In the interests of the Government and the Civil Service generally. On page 92 there is a vote of \$100,000 for a wireless station. This, as your Excellency is aware, is a matter to which we have given considerable attention for some years past—ever since we found how efficiently a wireless station could be worked—and we very much regret that we have been disappointed that another year has been allowed to pass without any use being made of that vote. It was taken out of the 1913 estimates, and again appears in the 1914. We trust that you are in a position to give us some assurance that we will not have to pass another typhoon season without this valuable protection to life and property being installed. The correspondence between the Government and the Chamber of Commerce was published in the papers this morning, and I am only sorry I cannot endorse the remark of the Colonial Secretary that "there will be no undue delay in carrying out the work." As long ago as last December the matter was put in hand for Gaol extension. This is an old question, and it is perhaps almost too question to speak of the removal of the Gaol. Still, I think the question needs the serious consideration of the Government.

The present building is very much overcrowded. In my capacity as a visiting Justice I have seen beds put in the alleyway for accommodation, and the yards are small and overcrowded. The site is a very valuable one, and it appears to us that while it might be advisable to retain part of the present gaol for the temporary accommodation of prisoners, the whole question of building a gaol in another part might be considered. The present site is probably one of the most valuable in that part of the Colony, and the Government could probably realise a very large sum of money by disposing of that property which would probably go a long way towards paying for the removal of the gaol elsewhere. On page 93 item 28 is a small thing which is smuggled into the estimates each year, Miscellaneous Works \$40,000. We would like a statement from the Director of Public Works as to what that sum represents, and as to how it is to be used. Then there is item 32 for "the Tiam reservoir scheme." The original estimate was a little over \$2,000,000. It has now been increased by very nearly four lakhs, making \$2,400,000. The sum spent on this work last year was disappointingly small, and only \$400,000 is put down to be spent this year. We do not feel satisfied in our own minds that this work could not be pushed on more quickly. Only a few years ago we suffered from a serious water famine, and we are still not satisfied about the completion of this work at the earliest possible moment. We should also be glad to know when a commencement will be made collecting water for this reservoir, because once completed it will take many years to fill. The question specially referred to by your Excellency a fortnight ago was the cost of this work. It certainly appeared to us—I would not say surprising, because, speaking for myself, I am not surprised at anything which appears in Government estimates—strange that the cost of resumption of the village and cultivated land was omitted. I have referred over and over again to the happy-go-lucky manner in which estimates for public works are yet drawn up, and this is one more instance. As I said on a previous occasion, if a work carried on work as this section of Government money is carried on, they would inevitably be in the Bankruptcy Court before very long. Item 42 deals with the typhoon refuge at Mongkoktsui, and I see that half a million is to be spent next year. We shall be glad to have some assurance that within the next twelve months we shall see this work completed. Maybe extra means have to be found for making the area safer than it is at present, but we should like to know the original scheme will be completed sometime in 1914. If it is not, we should like to know why it is exceeded, and why the small sum of \$800,000 is put down. The unofficial members endorse the vote for making a road round the island and roads in the New Territories. They do so more in the interests of the financial magnates to whom your Excellency referred, the owners of motor cars. They think the construction is advisable, and will be glad to see it undertaken by the Government. There is another old friend which apparently the Public Works Department have forgotten all about, but we have not. We know Sir Henry May's views on the subject. He did not propose to spend money on it. To look at it now, it is a disgrace to the Colony. Large sums of money have been expended so that we might have one decent spot in the Colony to look at—Royal Square. While one side of the square is nicely trimmed the other side is covered with weeds, and their Majesty King Edward and King George are now standing, metaphorically speaking, over their ankles in weeds all the time. The side mentioned is surrounded by a rumbly bamboo fence, which ought to be replaced by a stone and iron railing. We know the Government did not wish to spend money on the site, but that should be done. We hold the opinion that on no consideration should the Government sell that property; it should be retained for Government use. Probably before very long it will be required for Government buildings—a new town hall or an extension of the Law Courts. There was another interesting little work I saw on the table the other day: the Report of the Director of Public Works for last year. In that document I came across the astonishing statement that the roads were maintained in good order throughout the year. I don't think there is anyone outside, certainly no one outside the Government offices, who has the temerity to say so. The roads are not well maintained. In parts they are a disgrace to any place that calls itself civilised, and in wet weather they are almost impassable. It is now about two years since experiments in tar macadam have been made. I see that tar macadam has been in force in Europe and America for a great number of years. I can only repeat what I have said on more than one occasion in this Council. The view we take is that this work is far from satisfactory. I know what I say on the subject will fall more or less on deaf ears, will be received with scant consideration and less sympathy, and will probably be forgotten before we leave this room, but I can assure your Excellency that after many years' experience in the Colony, and after watching the growth of the Colony, not only the unofficial members but the general public hold the opinion that there is room for radical reform. We have an opportunity only once a year of criticising the work of Government officials, when the hon. gentleman opposite (the Director of Public Works) favours us with some remarks which are neither convincing nor satisfactory and the department goes on in the same old slipshod, happy-go-lucky way. I cannot too strongly impress upon your Excellency—and in speaking as I am doing now I am speaking with no doubt about that—my back; there is no doubt about that—the necessity for improving the unsatisfactory work of this department. More use should be made of the Public Works Committee. That is formed of experienced business men who have had a great deal of practical experience, not only in Hongkong but elsewhere. That brings me to the delay of many public works of which I have spoken. There is the erection of the wireless station. I admit that that is not the fault of the local Government. Still that work should be

carried out at once. We are called upon to spend large sums for the Tiam reservoir. Certain works recommended by the Sanitary Board could not be proceeded with because we had not sufficient funds to carry them out, and there is still a large sum to be spent on the typhoon refuge. I consider it would be cheaper if a great deal of this work was carried on and paid for by short loans raised for five or seven years by the Government. It would be better to press on promptly instead of dawdling along. With regard to the Post Office, all I have to say is that the irregular manner in which the Siberian mail arrives is really unsatisfactory. I don't know exactly where the fault lies, but I trust that the matter having been referred to here, the Government will again make representations to the Secretary of State calling attention to the improvement which might and ought to be made to this service. With regard to the Kowloon-Canton railway, the accounts put before us are satisfactory, and I trust they will prove even more so. I hope that here again the Government will make representations to the proper quarter urging on the construction of the line to Wuchang, because until we are linked up with Central Asia our line cannot be expected to pay. I also think our local line should be linked up with the Yuek Han line. I should have mentioned, to your Excellency in the first place, but perhaps I can do so now; I may want to reply to other speeches later, and if so I want to know whether I can reply. HIS EXCELLENCY—You will be out of order to speak twice.

Hon. Mr. HEWITT—I am speaking for the unofficial members. To reply I believe it is necessary to move a resolution, and if so I will move a resolution which the senior unofficial member will second, or we can suspend the Standing Orders.

HIS EXCELLENCY—I don't think it will be necessary for you to reply, but if you wish to make further remarks later we will consider it.

(Continued on page 5.)

INTIMATIONS

THE COMING WHISKY OF THE FAR EAST.

JOHN HAIG'S GLENLEVEN.



"My Favourite Drink."

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STERLING SILVER WARE

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NEW ADVERTISEMENTS

UNIVERSITY OF HONGKONG.
MATRICULATION EXAMINATION.

NOTICE IS HEREBY GIVEN THAT MATRICULATION EXAMINATIONS will be held on the following Dates:—
DECEMBER 15th-20th, 1913.
JULY 13th-18th, 1914.

Candidates must send in their names to the Registrar, with the fee, not later than one month before the date of the Examination.
Examination Fee \$10.00 (Hongkong Currency).
Forms of Entry and all particulars may be obtained on application to—
THE REGISTRAR,
The University of Hongkong,
Hongkong, 24th October, 1913. [1241]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer
"INDIA."
Arrived Hongkong on 22nd October, 1913.
FROM BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Medina,"
From Persian Gulf, ex s.s. B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 3 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

F. A. HEWETT,
Superintendent.
Hongkong, 23rd October, 1913. [1]

THE ROYAL MAIL STEAM PACKET COMPANY.
The Steamship "VESTALIA,"
FROM PORTLAND (Or) SEATTLE AND JAPAN.

THE above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo impeding discharge or remaining on board after 3 p.m. 27th inst., will be landed at Consignees' risk and expense and delivery must then be taken from the lazaretto and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 29th inst., at 6 P.M., will be subject to rent.

All chafed and otherwise damaged Cargo must be left on board or in Godown and examination of same will be held at Kowloon Godown on 29th inst. at 9.30 A.M.

All Claims must be presented on or before 2nd November, otherwise they will not be recognised.

JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 23rd October, 1913. [49]

LOST.

BROWN AUSTRALIAN SHEEP DOG
(Bitch). Answers to the name of "LEZZIE." White on feet and end of tail. Finder will be rewarded by returning same to—
G. FRIEHLAND,
Care of MELNERS & Co.,
Hongkong, 22nd October, 1913. [1234]

SITUATION WANTED.

BY an Experienced LADY STENO-GRAPHER and TYPIST. Excellent Testimonials.
Address—
Care of "Daily Press" Office,
Hongkong, 18th October, 1913. [1219]

WANTED.

JUNIOR ARCHITECTURAL ASSISTANT.
Apply in first instance by letter to—
Care of "Daily Press" Office,
Hongkong, 16th October, 1913. [1213]

JUST UNPACKED!

FINEST Quality "DELHI DURBAR" and "DUCHESS" Satin and Mousseline Black and Coloured for Dress and Evening Wear.
Guaranteed will wash well.
Inspection earnestly solicited.

HOOSAIN-ALI & Co.,

10, D'ARQUI STREET.
Hongkong, 15th October, 1913. [45]

ENTERTAINMENTS

ST. ANDREW'S HALL.
TUESDAY, NOVEMBER 4TH,
AT 9 P.M.
CONCERT.

UNDER the able Directorship of Mr. CARL JUNKERMANN, who presents
DORA VON MOLLENDORFF

(Violin).
Assisted by
MR. E. DANNENBERG
(Piano).
PROGRAMME:
BACH, COUPERIN, SAINT SAENS, VIVALDI,
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\$3 SEATS \$3
Booking at MOUTRIE'S.
Hongkong, 22nd October, 1913. [1232]

INTIMATIONS

HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING OF THE HONGKONG HOTEL COMPANY, LIMITED, will be held at the premises of that Company, Pedder Street, Victoria, in the Colony of Hongkong, TO-MORROW (SATURDAY), the Twenty-fifth day of October, 1913, at 12 o'clock Noon, when the Subjoined Resolution will be proposed:—
That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof:—

10A. "The Company shall pay Dividend, in respect of any existing or new Shares of the Company, in proportion to the amount paid up on each Share, where a larger amount is paid up on some Shares than on others."

Should the above Resolution be passed by the required majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Board of Directors,
J. H. TAGGART,
Acting Secretary.
Dated this 15th day of October, 1913. [1295]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members will be held on WEDNESDAY, the 29th October, 1913, at 12 o'clock Noon, at the Office of the JOCKEY CLUB, on the Ground Floor of the HONGKONG CLUB ANNEX, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 16th October, 1913. [1211]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. RUTTENJOE & Son, where we are displaying an entirely new Handmade and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Pieces Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.

D. J. HELLARUM,
Hongkong, 26th July, 1913. [307]

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PEDDER ST. (Hongkong Hotel Building).
Sole Agents in
POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.
Just Received

FRESH SUPPLY OF VEGETABLE SEEDS.
Hongkong, 1st October, 1913. [1153]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
(For Account of THE CONCERNED),
TO-MORROW (SATURDAY),
the 25th October, 1913, commencing at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,
A LARGE QUANTITY OF GRASS CLOTH GOODS.

AND
DRAWN THREAD WORK, BEDSPREADS, TEA CLOTHS, CUSHION COVERS, TRAY CLOTHS, SIDEBORD COVERS, D'OILES, a quantity of INSERTIONS, EMBROIDERED BLOUSES, BLOUSE and SKIRT LENGTHS, HANDKERCHIEFS, PONGEE EMBROIDERED SILK GOODS, SILK and SATIN SHOES (native), etc., etc.

The above Goods are suitable for X'mas Gifts and will be Sold without reserve.
On View FRIDAY, P.M.
Terms—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st October, 1913. [1228]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 197.

JUST UNPACKED!

AXMINSTER PARQUET CARPETS

WOVEN IN ONE PIECE WITHOUT SEAM.

EXCLUSIVE DESIGNS IN EFFECTIVE COLOURS.

READY TO LAY.

3½ by 4, 4 by 4½, 4 by 5, 4½ by 5½ Yards.

FROM \$70 TO \$200 EACH.

INSPECTION INVITED.

LANE, CRAWFORD & Co.

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

\$16.00

PER CASE OF 6 DOZ. PINTS.

" " " 4 " QUARTS.

HONGKONG AGENTS:

MACEWEN, FRICKEL & Co.

NOTICE.

FRASER & NEAVE'S AERATED WATERS.

The Public are hereby informed that—

MESSRS. HOPMEI & Co.,

74, CONNAUGHT ROAD, WEST.

Have been Appointed SOLE AGENTS in Hongkong for the Sale of MESSRS. FRASER & NEAVE'S CELEBRATED AERATED WATERS. Shipping, Private Families, Hotels and Contractors Supplied at Moderate Rates. All Orders will receive our best and prompt attention.

HOPMEI & Co., 74, CONNAUGHT ROAD, WEST, HONGKONG.
Hongkong, 3rd October, 1913. [1158]

CHEAP SALE.

NEW STOCK OF XMAS GOODS, SWATOW DRAWN WORK, CANTON EMBROIDERY, AND ALL KINDS OF LADIES' FANCY GOODS, 20% DISCOUNT FOR 15 DAYS ONLY.

BEGINNING FROM 1ST TO 15TH NOVEMBER, 1913.

It is time to send your Presents Home Now. Come round at once.

You'll find everything suitable.

SWATOW DRAWN WORK CO.,
No. 14, Des Vaux Road Central, HONGKONG.
Hongkong, 24th October, 1913. [1240]

TO LET

TO LET

"RANFURLY," No. 11, Conduit Road.
GODOWNS, 94, Wanchai Road, 102, Praya East.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st October, 1913. [65]

TO LET.

WHOLE or HALF-PART of the European Residence No. 176, Queen's Road, East, from 1st November, 1913.
Apply—
N. MODY & Co.,
54-56, Queen's Road, Central.
Hongkong, 16th October, 1913. [1214]

TO LET.

NO. 2, MOUNTAIN VIEW, THE PEAK.
Apply—
LINSTEAD & DAVIS.
[780]

TO LET

TO LET OR FOR SALE.

GODOWNS at 98, 98A, 99 and 99A, Praya East.
Apply to—
HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions,
Hongkong, 4th September, 1913. [1035]

TO LET

OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Vaux Road Central, the Premises now occupied by The South China Morning Post, Limited. Possession, 1st May, 1914, or earlier.
"HOMESTEAD," No. 45, Peak. Immediate possession.
Apply to—
SANG KEE,
Care of COMPTON'S DEPARTMENT,
Hongkong and Shanghai Bank,
Hongkong, 17th September, 1913. [1083]

TO LET

TO LET

OFFICE in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., Ltd.
Hongkong, 22nd August, 1913. [895]

TO BE LET

FURNISHED. From 1st November, No. 101, THE PEAK.
HASTINGS & HASTINGS,
8, Des Vaux Road Central,
Hongkong, 1st October, 1913. [1140]

TO LET.

MERION, Nos. 9 and 10, PEAK, Unfurnished. 6 Rooms. Cheap rental, from 1st December. Newly Painted and Colourwashed. "ROGATE," Austin Road, Kowloon, Unfurnished.
No. 68, PEAK, MOUNT KELLET (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly Furnished. Cheap rent.

FOR SALE OR TO LET.

(From 1st November, 1913.)
No. 1, GOUGH HILL, No. 103, PEAK Bungalow, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

FOR SALE.

"HARTING and ROGATE," on part of Kowloon Island Lot No. 1154.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 10th October, 1913. [64]

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

"HIGHLANDS," Kimberley Road, Kowloon. SIX ROOMS, Tennis Court, from 1st December next.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings,
Hongkong, 24th October, 1913. [964]

TO LET.

UNFURNISHED No. 3, MOUNTAIN VIEW.
Apply to—
DENISON, RAM & GIBBS,
Hongkong, 17th October, 1913. [1217]

TO LET.

SHOP, No. 12, Queen's Road Central.
No. 9, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.
Apply to—
M. J. D. STEPHENS,
Hongkong, 17th July, 1913. [722]

TO LET.

OFFICES on First Floor of Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 2nd October, 1913. [1144]

BANKS

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
Depositors may transfer at their option, balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the Hongkong and Shanghai Banking Corporation,
N. J. STARR,
Chief Manager.
Hongkong, 1st July, 1911. [10]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
Capital Yen 10,000,000.
Capital Subscribed (paid up) Yen 6,250,000.
Reserve Fund Yen 2,620,000.

HEAD OFFICE: TAIPEI, FORMOSA.
BRANCHES AND AGENCIES:
Amoy Swatow Tamsui
Anping Kobe
Canton Nagasaki
Fuchow Osaka
Keelung Shanghai
Yokohama

HONGKONG OFFICE,
8, Des Vaux Road.
Interest allowed on Current Accounts. Deposits received on terms which may be had on application.
R. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [636]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorised Capital FL 30,000,000 (£2,500,000).
Paid-up Capital FL 17,407,000 (£1,450,583).
Reserve Fund FL 8,518,000 (£743,168).

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.

LONDON BANKERS:
THE WILLIAMS & DOUGLASS BANK.
WILLIAMS BANKERS.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vaux Road Central.
Hongkong, 3rd October, 1913. [31]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital Yen 15,000,000.
Reserve Fund Yen 17,407,000.
SIX PER CENT.
SIX PER CENT.
SIX PER CENT.

RESERVE LIABILITY OF PROPRIETORS Yen 15,000,000.

COURT OF DIRECTORS:
S. H. DODD, Esq., Chairman.
Hon. Mr. D. LAMBART, Deputy Chairman.
G. Friesland, Esq. J. A. Plummer, Esq.
E. Gock, Esq. W. L. Paterson, Esq.
C. S. Gubbay, Esq. H. A. Sibley, Esq.
P. H. Holyoake, Esq. Hon. Mr. E. Shephard.
G. E. Laurence, Esq.

CHIEF MANAGERS:
Hongkong—N. J. STARR.
Shanghai—A. G. STEPHENS.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
On Fixed Deposits:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STARR,
Chief Manager.
Hongkong, 13th October, 1913. [16]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
Paid-up Capital Yen 1,200,000.
Reserve Fund Yen 1,700,000.
RESERVE LIABILITY OF PROPRIETORS Yen 1,200,000.

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [138]

THE MERCHANTS BANK OF INDIA, LIMITED.

Authorised Capital Yen 1,200,000.
Subscribed Yen 1,200,000.
Paid-up Yen 600,000.
Reserve Fund Yen 415,000.

BANKERS:
BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
A. R. LINTON,
Manager.
Hongkong, 14th July 1913. [878]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: 16, Bishopsgate, E.C.

BRANCHES:
Bombay Calcutta Canton Cebu Colon Empire Hongkong Hankow Kobe Manila Mexico Panama Peking San Francisco Shanghai Yokohama

CAPITAL AND SURPLUS Gold \$7,200,000 equal \$1,450,000.
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL and TELEGRAPHIC REMITTANCES.
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 31st October, 1913. [1230]

THE YOKOHAMA SPECIE BANK LIMITED.

Authorised Capital Yen 40,000,000.
Paid-up Capital Yen 20,000,000.
Reserve Fund Yen 18,550,000.

HEAD OFFICE: YOKOHAMA.
Branches and Agencies at:
Antung-Hain Liao-Yang Doyon (Port Arthur) Calcutta London San Francisco Bombay Los Angeles Shanghai Che-chun Lyons Tientsin Dairen (Dairen) Nagasaki Hankow Newchwang Tokyo Harbin Ootsu Kobe

INTEREST ALLOWED on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, 30th September, 1913. [484]

Wm. Palmer & Co.
The Wine Merchants of the East

NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

FOR THE SUMMER MONTHS
SPECIALITIES
CORNED OX TONGUES,
CORNED BEEF,
CORNED PORK,
PRESSED BEEF,
GERMAN SAUSAGES.
These are a few of the delicacies offered
for sale by
THE DAIRY FARM CO., LTD.

FOR SALE
VALUABLE LEASEHOLD
PROPERTY
BRITISH CONCESSION,
SHAMEN, CANTON.

TWO LOTS, Nos. 79 and 80, fronting on the CANAL ROAD, each with a frontage of Ninety Feet on the Road, and with a depth of 140 1/2 feet, together with the Buildings erected thereon. The Lots will be sold either separately or together. This property will be put up for Sale at Public Auction on the Premises, commencing at 11.00 A.M., on THURSDAY, the 30th of October, 1913, if not sold privately before that date. The Undersigned reserve the right to reject all bids if no acceptable bids are offered. Parties interested may obtain particulars from—
THE CHINA BAPTIST PUBLICATION SOCIETY,
TUNG SHAN, Canton, China.

Overcome Your Doubt

Don't hesitate to put your faith in the world famous Beecham's Pills, the best, safest, surest and most reliable remedy for all stomach, liver and kidney troubles. When your stomach is out of order, it needs help, it must be thoroughly cleansed, strengthened and settled. Give

Beecham's Pills

a chance. Let them prove that they can do for you what they have done for thousands of others during the past half century. They will promptly and effectively remove all the discomforts which arise from undigested food; will put your system in good condition and make life worth living. Any troubles arising from derangement of the digestive organs will be quickly corrected by taking Beecham's Pills. They will without a doubt prompt!

Cure And Convince.

Sold in boxes, price 9s, 11s & 21s.

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES RHEUMATISM, BRUISES, WOUNDS, INFLUENZA, COLIC, HOARSENESS, BRUISES, LOST VOICE, ETC.
THERAPION No. 2
CURES BRUISES, WOUNDS, BRUISES, LOST VOICE, ETC.
THERAPION No. 3
CURES BRUISES, WOUNDS, BRUISES, LOST VOICE, ETC.
FREE BOOK TO B. L. CHUNG, M.D., CO. HONGKONG, 111, HONGKONG ST.
THE NEW FRENCH REMEDY.
THERAPION
SEE THAT TRADE MARKED WORD "THERAPION" IS ON EACH BOX. STAMP APPLIED TO ALL GENUINE PACKAGES.
INSIST ON HAVING THERAPION.

HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 3.)

Hon. Mr. SHELLIM—We notice, sir, with much regret, that no provision has been made in the Estimates for public bathing-places. Hon. members will recollect that in May of last year a resolution was carried to the effect that in the opinion of the members of this Council it was desirable to establish bathing-places at the Eastern and Western extremities of the town. This resolution was cordially accepted by the Government and the unofficial members were invited to co-operate with them in regard to the matter. In the estimates for 1913 a sum of \$2,000 was provided for this purpose. This sum, however, was not expended by the Government, and it was left to private enterprise—the Hongkong Tramway Company—to carry out the undertaking promised by the Government. In reply to a question a little while back, the Hon. Colonial Secretary very briefly said that the Government did not propose to take any further steps in the matter at present, pending the results of the Tramway Company's efforts. Sir, the experience of last summer has clearly shown that the experiment has been an unqualified success, and that it distinctly supplies a very long-felt want. In our opinion, it is now incumbent upon the Government to carry out their promise, and I am sure that the Tramway Company will be pleased to meet the Government. The Government should improve the beaches, have the rocks removed, provide life-saving apparatus, and some measure of police protection, and also erect matcheds to afford shelter in the event of rain. I am sure that hon. members of this Council—both official and unofficial—would not grudge the small sum of \$2,000, or even \$3,000 or \$4,000 if necessary, to provide healthy recreation for a very large section of the community.

Hon. Mr. LANGLIE—I feel rather a difficulty about addressing you in connection with these Estimates, as I have been such a short time a member of this Council, but I feel that the unofficial members have a duty to perform to the taxpayers of this Colony, and that they should when necessary criticise the policy of the Government, more particularly in the matter of spending the taxpayers' money. The first matter I would like to refer to is one that has been called attention to by the hon. member who represents the Chamber of Commerce. Shortly after I had the honour of becoming a member of this Council, his Excellency the Governor announced that I had been appointed a member of the Public Works Committee. That, sir, is practically the last I have heard about this Committee. As far as I know, apparently it rarely, if ever, meets, and as far as I know it has not been consulted regarding the very large expenditure on public works which are proposed in this Budget. The unofficial members of this Committee are quite willing to give any such advice and assistance as they can in connection with these public works and regarding such works as the Public Works Department undertake, and they do not appreciate the figure-head position which is at present accorded to this Committee, which must originally have been created for some useful purpose. There are few matters I would like to mention. There is an item of \$30,000 for a repairing and coaling yard for Government launches. I know of nowhere where repairs of all descriptions of vessels can be effected more economically than in one or two of the many dockyards and repairing houses in Hongkong. If it is the intention of the Government to set up a repairing yard of their own, which must necessarily be under European supervision, I think they are taking a very expensive way of repairing their launches. I think this contract should continue to be put up for tender. I would also like to point out that I do not find any provision in the Estimates for the removal of the hill which at present blocks Nathan Road. Apparently a portion of the hill is being removed to the reclamation works at Yau-ma-tei, but at the present rate of progress it will be many years before this important thoroughfare can be opened up. It is, sir, a very shortsighted policy. It is close to many building sites which the Government might sell, and which are now lying idle. I cordially agree with the hon. member who represents the Chamber of Commerce in regard to the proposal to employ prisoners at any remunerative work unless the prison and the surrounding yards have sufficient space. I think it would be better to sell the old site, and remove the goal to the outskirts of the town, or to Kowloon. The question of raising loans for the Public Works Department has also been mentioned by the hon. member for the Chamber of Commerce. I am very strongly of opinion that this is the only fair and business-like way of financing the many works which are contemplated in this Budget, such as the wireless telegraphy installation, which I am sure will be very shortly commenced, the goal extension, the waterworks, and the typhoon refuge. If this method of financing these works were adopted, we should be in a very much better position. It would hardly have been necessary to levy the liquor taxes at all. I always understood that they were originally levied in order to replace the opium revenue, which we suppose will shortly be lost to the Colony. We would have sufficient money to repair the roads which are open to wheel traffic. I do not think that anybody who drives on these roads can agree with the Director of Public Works that they are in a satisfactory condition. You have only to drive on them to find that that is not so. In Hongkong the heavy carts seem to think that the tramway tracks were laid especially for them. The motor-car has to wend its way through this slow traffic and the drivers are very apt to be blamed for any accident that might take place. We should have had enough money to colourwash the interior of

WM. POWELL, LTD.

TELEPHONE 340

LACE ETCHED
"WESTMINSTER"

NEAT THIN
ETCHED CLEAR
PATTERNS. CRYSTAL.

TUMBLERS	4.00 Doz.	CUSTARDS	6.50 Doz.
"	4.50	FINGER BOWLS	75 each.
"	6.75	ICE PLATES	75 "
"	8.50	TANKARD JUGS 1 PL.	1.75 "
SHERRIES	4.50	"	2 PL. 2.25 "
PORTS	4.50	"	2 PL. 2.75 "
CLARETS	5.75	DECANTERS	1 PL. 3.00 "
LIQUEURS	4.00	"	2 PL. 3.75 "
CHAMPAGNES	7.50	CLARET DECANTERS	4.25 "

CHINA AND GLASS DEPT.

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS
DRAGON
BRAND
CEMENT



HIGH
QUALITY
BUILDING
CEMENT

ALWAYS IN STOCK

Apply to P. SOFFIETTI & Co., 14, Des Vaux Road Central, 1st Floor. Telephone 289.

ENTERTAINMENTS

THEATRE ROYAL. THE HONGKONG MUMMERS

AN ELABORATE PRODUCTION OF SHAKESPEARE'S IRRESPONSIBLE COMEDY,

"TWELFTH NIGHT"

(IN A NEW WAY)

In aid of the following Charities:

The Diocesan Girls' School Building Fund, The Blind Home, The Y.W.C.A. Hostel, The Society of St. Vincent de Paul.

FIRST AMATEUR SHAKESPEARIAN PRODUCTION IN THE FAR EAST.

MATINEE WEDNESDAY, OCTOBER 29TH, for Children and Students, at 4.30 P.M. \$1.50 and \$1.00

OCTOBER 25TH, 28TH, 30TH.

LAST PERFORMANCE SATURDAY, NOV. 1ST. AT 9.15 P.M.

\$3.00 and \$2.00 Seats can be reserved at MOUTRIE'S FROM MONDAY, 20th October. Hongkong, 6th October, 1913.

Mountain Lodge, and we should not be in the painful position of seeing our Governor living in a house which is not in a proper state of repair. There is only one other matter which I would wish to call attention to, and that is the losses on subsidiary coinnage. This appears to me to be incurred without any scheme for rehabilitating the coinnage. We cannot, of course, divest ourselves of the responsibility for what those who have gone before us have done, but although it is a difficult task I do not think it is an impossible task for the Government, with the assistance of the local Banks, to restore this coinnage to its proper value. I would rather see money spent having accomplished this restoration, than, as at present, without making any appreciable improvement in the state of affairs. I do not think any British coin should be allowed to remain at a discount.

Hon. Mr. LAU CHU PAK—In connection with the extension of Tytam Reservoir, I would like to add a few words on behalf of the Chinese residents, particularly those living in the rider main districts. They think, sir, that their wants have not received the attention they deserve from the Government. During the last two years they have been reduced to a famished state for want of water. I have often heard them say that although they pay their share of the rates and taxes as other residents, they are left to fight for their daily supply of water in the streets. Many of them run the risk of falling and breaking their limbs, and are open to other dangers in carrying water up high and steep stairs, and no small number of families whose women cannot join in the struggle for water in the streets, like starving beggars, are compelled to resort to coolie labour, which they cannot afford to pay for. They earnestly hope that their wants will be given the attention they merit, and that the extension work will be pushed on with all possible speed. So long as that work is delayed, their hardship continues.

Replies to the addresses of the unofficial members by the Director of Public Works, the Colonial Treasurer, and H.E. the Officer Administering the Government will appear to-morrow.

FINANCIAL VOTES.

The Officer Administering the Government recommended the Council to pass the following votes:

A sum of \$500 in aid of the vote Botanical and Forestry Department, Other Charges, Forestry, New Territories.

A sum of \$12,512 in aid of the votes:

Sanitary Department.

Personal Emoluments.

Temporary House Allowances to Sanitary Inspectors \$ 4,875

Other Charges.

Uniform for Staff 312

Public Works Department.

Personal Emoluments.

Temporary House Allowances to Overseers and Land Bailiffs 7,225

Total \$12,512

A sum of \$5,450 in aid of the vote Public Works:

Public Works, Recurrent.

Kowloon.

Miscellaneous.

Maintenance of Praya Walls and Piers \$ 250

Public Works, Extraordinary.

New Territories.

Miscellaneous.

Shamshuipo—Reclamation Scheme to provide sites for lessees dislodged from old Village \$5,200

Total \$5,450

A sum of \$7,456 in aid of the vote Military Expenditure: B. Volunteers, Special Expenditure, Equipments.

A sum of \$800 in aid of the vote Botanical and Forestry Department, Other Charges, Maintenance of Gardens and Grounds.

A sum of \$5,300 in aid of the vote Public Works, Recurrent, Communications, Maintenance of Roads and Bridges in City.



A VICTROLA IN THE HOME MAKES EVERY ONE HAPPY

It is a source of endless pleasure to the entire household.

Always ready to play at any time for any member of the family, and the Victor repertoire includes every kind of music any one can desire.

PRICES \$35 TO \$345.

EXCLUSIVE DISTRIBUTORS:

S. MOUTRIE & CO., LTD.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, IMMINGHAM, LONDON AND SINGAPORE.

THE Steamship

"GLENFURRY."

Captain R. Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before 11 A.M. on the 20th inst.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 25th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 19th October, 1913. [1222]

FROM EUROPE.

THE H.A.L. Chartered Steamship

"ALBANA."

Captain Evans, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 28th inst. at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 30th inst., or they will not be recognized. All damaged packages will be examined on Thursday, the 28th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by us in any case whatever.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 25th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex ss. "Stahock" from Estenal. Ex ss. "Bydo" from Drammen. Ex ss. "Germania" from Göteborg.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 20th October, 1913. [1225]

FROM EUROPE.

THE H.A.L. Steamship

"SEGOVIA."

Captain F. Buch, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 28th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex ss. "Bydo" from Estenal. Ex ss. "Germania" from Göteborg. Ex ss. "Kong Bing" from Christiania. Ex ss. "Havre" from Bordeaux. Ex ss. "Jelo" from Drammen.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 22nd October, 1913. [1227]

NOTICES TO CONSIGNEES

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

A.D.O.I. or A.D.O.T.—100 Bundles Steel Sheets, 5 Steel Sheets.

Shipped from Antwerp by Messrs. JOHN P. Best & Co., as Agents per P. & O. Co's. s.s. "NILE." Bills of Lading dated Antwerp 15/7/13.

THE above packages of Iron arrived here per P. & O. Co's. "NILE" on the 4th September, and are now lying in the Kowloon Godowns incurring storage charges. Consignees are requested to present Bills of Lading and take delivery at their early convenience.

E. A. HEWETT, Superintendent. Hongkong, 20th October, 1913. [1221]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR."

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th Nov., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 21st October, 1913. [1231]

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medeo" and "Normand" and from Bordeaux ex s.s. "Cambria" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure, and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 28th inst. at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 30th inst., or they will not be recognized. All damaged packages will be examined on Thursday, the 28th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by S. C. de HUSSIERRE, Acting Agent.

Hongkong, 21st October, 1913. [1232]

FROM EUROPE.

THE H.A.L. Steamship

"SAMRIA."

Capt. W. Hesselmann, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Hongkong and/or Kowloon, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 28th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 22nd October, 1913. [1236]

PACIFIC MAILS S. C.

THE AMERICAN LINE TO SAN FRANCISCO.

MONGOLIA 27,000 tons, twin screws	COMFORT.	From HONGKONG calling at
MANCHURIA 27,000 tons, twin screws		SHANGHAI, NAGASAKI,
KOREA 18,000 tons, twin screws	SAFETY.	Kobe (via Inland Sea),
SIBERIA 18,000 tons, twin screws		YOKOHAMA and HONO-
NILE 11,000 tons	SPEED.	LULU (the Paradise of the
CHINA 10,000 tons		Pacific) through Service via
PERFIA 9,000 tons		NEW YORK to Europe.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS COOKERS.

First-Class to LONDON	Single	£71.10	6 Months Return	£120
Intermediate to LONDON	Single	65	6 Months Return	109
Intermediate to LONDON	Single	36	6 Months Return	64

Return Portion of Round Trip Tickets, as above, Available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing	TUESDAY	28th Oct.	at Noon
NILE	11,000	...	SATURDAY	8th Nov.	at 1 p.m.
MONGOLIA	27,000	...	TUESDAY	25th Nov.	at Noon
PERFIA	9,000	...	TUESDAY	9th Dec.	at 1 p.m.
KOREA	18,000	...	TUESDAY	16th Dec.	at 1 p.m.
SIBERIA	18,000	...	TUESDAY	30th Dec.	at Noon
CHINA	10,000	...	TUESDAY	6th Jan.	at 1 p.m.
MANCHURIA	27,000	...	SATURDAY	10th Jan.	at Noon
NILE	11,000	...			

INTERMEDIATE STEAMERS. Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG	Arrive Manila	Leave Manila	Due Hongkong
28th Oct. NILE	30th Oct.	30th Oct.	MONGOLIA 1st Nov.
26th Nov. PERFIA	27th Nov.	15th Nov.	PERFIA 17th Nov.
30th Dec. CHINA	1st Jan.	26th Dec.	KOREA 28th Nov.
10th Jan. NILE	12th Jan.	20th Dec.	CHINA 22nd Dec.
7th Feb. PERFIA	9th Feb.	20th Dec.	MANCHURIA 28th Dec.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blue Pier). **R. C. MORTON, AGENT.**
Panama-Pacific International Exposition—San Francisco—1915.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

DESTINATION	TEAMERS	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOREA and MOJI	ST. HELENA	7,500	On 3rd Nov.
COPENHAGEN (GOTHENBURG) and BALTI PORTS	"CANTON"	6,500	On 2nd Dec.
For Freight and Further Particulars, apply to	"CEYLON"	9,000	About 15th Jan.

ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

For	STEAMER	To SAIL
MARSEILLES VIA PORTS	ATLANTIQUE	On 4th November.
	ERNEST SIMONS	On 18th November.
SHANGHAI, KOBE AND YOKOHAMA	AMAZONE	On 3rd November.
	AUSTRALIEN	On 17th November.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers or their arrival in Marseilles.

For further particulars apply to
S. C. DE BUS-IERRE, ACTING AGENT,
QUEEN'S BUILDING

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG	FROM COLOMBO
25th Oct.	12th Nov.
"MIRAMICHI"	

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

From Hongkong About Middle of February 1914.
For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for KOREA and MOJI on 30th October.
S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KOBE and MOJI on 9th November.

WESTWARD.

S.S. "JELUNGA," 5,205 tons, Capt. J. R. O. Sullivan, will be despatched as above on 25th October, at 5 p.m.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
HONGKONG, 21st October, 1913.

HONGKONG, CANTON, MACAO & PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO HONGKONG AND NEW YORK.

Connecting Steamer	Leave	Leave	Leave	Leave	Due at	Due at
"ORIENTAL"	YOKOHAMA	COLOMBO	HONGKONG	MARSEILLES	LES	BRINDISI
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Saturday	Friday
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MORRA	Feb. 14	Feb. 20
Feb. 5	CHINA	Feb. 10	Feb. 14	MALORA	Feb. 20	Mar. 6
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 14	Mar. 21
Mar. 5	INDIA	Mar. 10	Mar. 14	MEDVIA	Mar. 28	Apr. 3
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDVIA	Apr. 11	Apr. 17
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	Apr. 25	May 1
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 9	May 15
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	May 23	May 29

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer, also, to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

The Rates to London and Marseilles are as follows:

Rates to London and Marseilles are as follows:—					
				LONDON	
1st Saloon	"A"	Accommodation	Single	£65	Return £97
	"B"	"	"	£59	" £89
2nd Saloon	"A"	"	"	£44	" £66
	"B"	"	"	£40	" £60
MARSEILLES					
1st Saloon	"A"	Accommodation	Single	£61	Return £91
	"B"	"	"	£55	" £83
2nd Saloon	"A"	"	"	£42	" £63
	"B"	"	"	£38	" £57

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
	YOKOHAMA	SHANGHAI	HONGKONG	ST. PIERRE	MARSEILLES	LONDON
BORNEO	about	about	about	about	about	about
NANKIN	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANZAN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 13
NORE	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NILE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
MALTA	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
SUMATRA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
NUBIA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NAMUR	Apr. 14	Apr. 25	May 1	May 7	June 5	June 12
	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

1st Saloon	£50	Single	£75	Return
2nd Saloon	£35	"	£50	"
1st Saloon	£55	Single	£80	Return
2nd Saloon	£40	"	£60	"

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%
For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, VIA SINGA-	KAMO MARU	16,000	WED'DAY, 5th Nov., at D'light.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	KASHIMA MARU	20,000	WED'DAY, 19th Nov., at Daylight.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI	SHIDZUOKA MARU	12,500	TUESDAY, 4th Nov., at Noon.
MOJI, KOBE, YOKOICHI and YOKOHAMA	TAMBA MARU	12,500	TUESDAY, 18th Nov., at Noon.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,500	WED'DAY, 19th Nov., at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	KUMANO MARU	9,300	WED'DAY, 17th Dec., at Noon.
BOMBAY VIA SINGAPORE, and COLOMBO	KANAGAWA MARU	12,500	TUESDAY, 4th November.
KOBE and YOKOHAMA	PENANG MARU	12,000	TUESDAY, 28th October.
SHANGHAI, MOJI & KOBE	KAGA MARU	12,500	THURSDAY, 6th Nov., at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	BOMBAY MARU	6,000	SATURDAY, 1st November.
SHANGHAI, KOBE and YOKOHAMA	KUMANO MARU	9,300	WED'DAY, 19th Nov., at 11 a.m.
	COLOMBO MARU	6,000	MONDAY, 27th October.

§ Fitted with New System of Wireless Telegraphy. Cargo only.

PASSENGER SEASON—1914.

STEAMER	TONS	SAILS	WED'DAY
MIYASAKI MARU	16,000	"	28th January.
KITANO	15,000	"	11th February.
IYO	12,500	"	25th February.
HIRANO	15,000	"	11th March.
KATOH	20,000	"	25th March.
KAMO	16,000	"	8th April.
KASHIMA	20,000	"	22nd April.

FOR AMERICA.

STEAMER	TONS	SAILS	TUESDAY
SHIDZUOKA MARU	12,500	"	27th January.
AKI	12,500	"	10th February.
SAIO	12,500	"	24th February.
YOKOHAMA	12,500	"	10th March.
AWA	12,500	"	24th March.

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241. 11-12-13

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 24TH OCT., 1913.

8 a.m. HONGKONG	8 a.m. HONGKONG
10 p.m. KINSHAN	5 p.m. KINSHAN

SATURDAY, 25TH OCT., 1913.

8 a.m. HONGKONG	8 a.m. HONGKONG
10 p.m. HONGKONG	5 p.m. KINSHAN

A Telephone Service has been recently installed on the Canton Company's Steamers.
Day Steamers Call No. 775, Night Steamers Call No. 776.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 26TH OCTOBER, 1913.

The Company's Steamship
"SUI AN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5.30 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. MANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SANTU". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blue Pier. [51]

SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU	22,000 tons.
S.S. CHIYO MARU	22,000 tons.
S.S. SHINYO MARU	22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (Intermediate.)
S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)
THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraphy, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playroom for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unexcelled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatin Trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourist's Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans. Union Depots. New Lands, Cities and Scenery—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE, ask for Ticket form No. 623.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

5, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)
MONTHLY FAST SERVICE TO TRIESTE (VENICE)
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th November, at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doo

FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "PERFIA," 12,500 tons, will leave as above about 1st November.
These Steamers of large tonnage are fitted with comfortable 1st class accommodation for Saloon Passengers. No Surtax. Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £28.15, II £26.15, III £24.15.

BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £28.15, II £26.15, III £24.15.

BY BREMER EXPRESS:
Via Vienna, Cologne, Ostend, Dover, Class I £28.15, II £26.15, III £24.15.

BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £27.15, II £25.15, III £23.15.

TO SHANGHAI.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st November, at 6 a.m.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
TO KOREA VIA SHANGHAI, YOKOHAMA.

S.S. "NIPPON," 11,500 tons, will leave as above about 30th October.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELTA	Noon, 25th Oct.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES.	SYRIA	About 29th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SUNDAY AND YOKOHAMA	SUNDA	About 1st Nov.	Freight and Passage.
SHANGHAI	DEVANHA	About 6th Nov.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th October, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAWEI, CHEFOO, & TIENTSIN	"HUICHOW"	On 24th Oct., 10 A.M.
SHANGHAI, TANGKAT & NEWCHANG	"KIUKIANG"	On 25th Oct., 4 P.M.
SHANGHAI	"YINGCHOW"	On 25th Oct., 11 P.M.
MANILA, CEBU, and ILOILO	"TEAN"	On 25th Oct., 4 P.M.
CHINWANG	"WUHU"	On 29th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 30th Oct., 4 P.M.
KINGPO & SHANGHAI	"KALGAN"	On 31st Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LUCHOW," and "YINGCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on leaving Hongkong, through bills of lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 24th October, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	5th November	On 8th Nov., 11 A.M.
EMPIRE	5th November	On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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HAMBURG - AMERIKA LINIE. IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA AND PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK, and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. ANDALUSIA	29th Oct.
S.S. ISTHIA	14th Nov.
S.S. ALTMARK	16th Nov.
S.S. SYTHONIA	26th Nov.
S.S. EMERIN	1st Dec.
S.S. SILEBIA	16th Dec.
S.S. PRUSSEN	27th Dec.
S.S. O.J. D. ABLERS	9th Jan.
S.S. SCANDIA	28th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 24th October, 1913.

DOUGLAS STEAMSHIP CO., LD. HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"JATTAN"	Capt. J. S. Bouch	FRIDAY, 24th Oct., at 11 A.M.
"HAIHING"	Capt. W. C. Passmore	TUESDAY, 28th Oct., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 31st Oct., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN	Capt. J. W. Evans	SUNDAY, 26th Oct., at 10 A.M.
		WEDNESDAY, 29th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 23rd October, 1913.



TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration):

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	WEDNESDAY, 5th Nov., Noon.
TENYO MARU	E. Bent	TUESDAY, 11th Nov., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 28th Nov., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 4th Dec., at Noon.
CHIYO MARU	W. W. Greene	MONDAY, 9th Dec., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on WEDNESDAY, the 5th November, at Noon.

SOUTH AMERICA LINE.

In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.

The Only Regular Direct Service to MEXICAN, CHILIAN, and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARIQUA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration):

STEAMER	TONS	DATE OF SAILING
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.
BUYO MARU	10,500	

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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OSAKA SHOSHEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"CHICAGO MARU"	I. Goto	THURSDAY, 10th Oct., at 1 P.M.
"CANADA MARU"	H. Yamamoto	SATURDAY, 15th Nov., at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 27th Nov., at 1 P.M.
"PANAMA MARU"	T. Kameo	WEDNESDAY, 10th Dec., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 25th Dec., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 7th Jan., at 1 P.M.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.

Calling at MOJI, KOBE, YOKOHAMA and YOKOHAMA.

These Newly-Built Steamers have fast speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers are carried at Low Rates. Best adapted rooms for carrying Bulk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

STEAMER	CAPTAIN	LEAVING
"INDO MARU"	K. Komiya	SUNDAY, 2nd Nov., 4 P.M.
"LUZON MARU"	H. Yamamoto	WEDNESDAY, 26th Nov., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 26th Dec., 4 P.M.

FOR MOJI, KOBE AND YOKOHAMA.

SAIGON MARU	T. Yamaguchi	WEDNESDAY, 12th Nov., 4 P.M.
LUZON MARU	H. Yamamoto	THURSDAY, 25th Dec., 4 P.M.
INDO MARU	K. Komiya	

CHINA AND FORMOSA LINE

FOR FOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAIJO MARU"	Y. Yamamoto	

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"DAIGI MARU"	K. Murakami	SUNDAY, 24th Oct., at 10 A.M.
"DAIUN MARU"	M. Nagano	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashira	WEDNESDAY, 29th Oct., at 8 A.M.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashira	FRIDAY, 24th Oct., 24th Oct.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

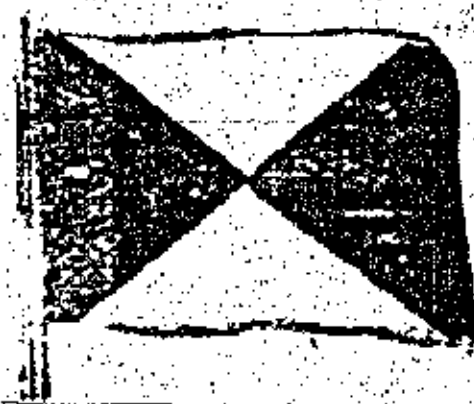
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Panya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER
Second Floor No. 1 Queen's Building

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	P. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 24th Oct., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 13th Nov., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards Carried.
For Freight or Passage, apply to—
HONGKONG, 20th October, 1913.

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THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS, WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." [449]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	SHANGHAI	Second half of October.	JAVA	Second half of October.
TJITABOEM	JAVA	First half of November.	JAPAN	First half of November.
TJIMANOE	JAPAN	First half of November.	JAVA	First half of November.
TJIKINI	JAVA	First half of November.	SHANGHAI	First half of November.
TJIPANAS	SHANGHAI	First half of November.	JAVA	First half of November.
TJILAHAP	JAVA	Second half of November.	JAPAN	Second half of November.
TJIMATI	JAVA	Second half of November.	JAVA	Second half of November.
TJILWONG	JAVA	Second half of November.	SHANGHAI	Second half of November.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 1st October, 1913.

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NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMER	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.	"DERFFLINGER"	17,000	Wed., 29th Oct., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"P. E. FRIEDRICH"	16,000	About Wed., 29th Oct.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY, and MELBOURNE	"PRINZ SIGISMUND"	6,000	Saturday, 1st Nov., at 9 A.M.
KOBE	"PRINZ WALDEMAR"	6,100	About Tuesday, 12th Nov.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,000	Friday, 5th Oct.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 18th October 1913

PASSENGER SEASON 1914. NORDDEUTSCHER LLOYD, BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
*"PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 3RD.
"GOEBEN"	17,300	ON FEBRUARY 18TH.
*"DERFFLINGER"	17,250	ON MARCH 3RD.
"KLEIST"	17,000	ON MARCH 18TH.
*"PRINZ EITEL FRIEDRICH"	17,000	ON MARCH 31ST.
"YORK"	17,000	ON APRIL 15TH.
*"PRINZESS ALICE"	20,300	ON APRIL 29TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

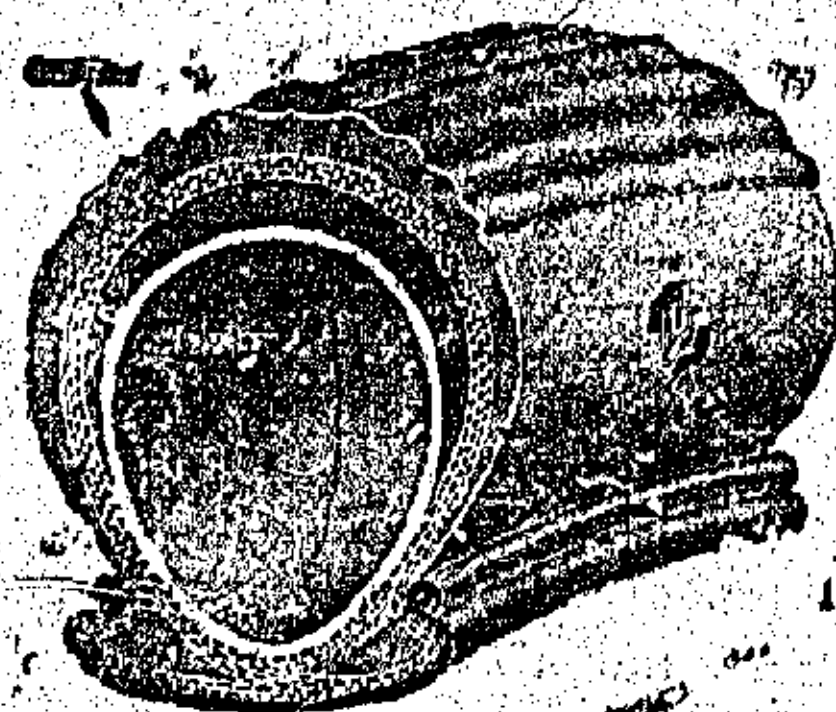
For Further Particulars, please apply to—

MELOCHERS & Co., GENERAL AGENTS,
NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913.

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PETER'S UNION



the most durable and economical
PNEUMATIC

for
RICKSHAWS AND MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 20th October, 1913.

(44-85)

LEONHARDI'S

INKS, GUMS, TYPEWRITER RIBBONS
ARE THE BEST!

LEONHARDI'S
CARBON PAPER

(PURPLE)

\$3.50 only Per Box of 100 Sheets.

RETAIL.

WING HING, STATIONER,

25, WELLINGTON STREET.

WHOLESALE:

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1st Floor.

Hongkong, 20th October, 1913.

(44-13)

NATURA MILK

LION



BRAND

BEST STERILIZED MILK
ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

20, DES VŒUX ROAD, 1ST FLOOR.

Est. 960.

Hongkong, 20th October, 1913.

(44-45)

POST OFFICE NOTICE.

CHRISTMAS AND NEW YEAR'S PARCEL MAIL.

The Public are informed that the Christmas Parcel Mail to the United Kingdom and Countries beyond will be closed in this Office at 5 p.m. on the 7th November. This Parcel Mail by the long sea route via Gibraltar is due to reach London on the 12th December. The following Mail of the 21st November will be treated as the New Year Mail, and is due to reach London on the 27th December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents, and with this mail are due in London on the 20th December. Parcels containing Gold or Silver must be insured for at least part of their value. All insured Parcels must be sealed. All the seals must be of the same colored wax, and must bear the impression of a private device. This device must be the same on each seal. Straight, curved, pressed or cotted lines are not admissible. Buttons, Coins and Trinkets cannot be used for sealing. The Clerks of the Post Office are forbidden to affix stamps on letters or parcels or to seal any article for the public. Parcels not in the opinion of the officer handling the same do not comply with the regulations will not be accepted. It is requested that Parcels be posted early.

The Delta, with the Mails from London (via Siberia) of Wednesday and Saturday, the 1st and 4th inst., is due to arrive here to-day.

The Nippon Maru, with the American and also with the Mail ex Mongolia, is due to arrive here on Monday, the 27th inst.

FOR	PRE	DATE
Swatow, Weihaiwei, Chefoo and Tientsin	Hutchow	Friday, 24th, 9.00 A.M.
Swatow, Amoy and Peohow	Hutchow	Friday, 24th, 9.00 A.M.
Bangkok	Bugia	Friday, 24th, 10.00 A.M.
Bangkok	Bugia	Friday, 24th, 10.00 A.M.
Philippine Islands	Delos	Friday, 24th, 3.00 P.M.
Japan via Moji	Adenham	Friday, 24th, 5.00 P.M.
Sandakan	Mansang	Saturday, 25th, 10.00 A.M.
SWAITS, BURMAH, CEYLON, ADELALDE		
WESTERN AUSTRALIA, INDIA, ADEB		
EGYPT, and EUROPE via BRINDISI		
(Late Letters 11.00 to Noon, Extra		
Postage 10 cents)		
(Supplementary mail on board up to the		
time fixed for departure of the mail,		
Extra Postage 10 cents)		
Letters posted in all the Pillar Boxes		
in time for the first clearance will be		
included in this contract mail.		
The Parcel Mail will be closed		
to-day, at 5 p.m.		
Philippine Islands	Loongang	Saturday, 25th, 1.00 P.M.
Straits and India via Calcutta	Jelung	Saturday, 25th, 2.00 P.M.
Chinwang	Hopang	Saturday, 25th, 3.00 P.M.
Shanghai, North China and Tientsin	Kuikang	Saturday, 25th, 3.00 P.M.
Shanghai and North China	Yungchow	Saturday, 25th, 5.00 P.M.
(EUROPE via SIBERIA)		
Swatow	Hainan	Sunday, 26th, 9.00 A.M.
Swatow, Amoy and Tamsui	Daigai Maru	Sunday, 26th, 9.00 A.M.
*Japan via Yokohama	Kumang	Monday, 27th, 3.00 P.M.
*Ningpo, Shanghai, and North China	Choyang	Monday, 27th, 5.00 P.M.
Straits, Batavia, Cheribon, Sumatra and	Bauri Maru	Tuesday, 28th, 10.00 A.M.
Sourabaya		
Swatow, Amoy and Peohow	Hatching	Tuesday, 28th, 10.00 A.M.
Weihaiwei and Tientsin	Chaping	Tuesday, 28th, 10.00 A.M.
*Straits and India via Calcutta	Nansang	Tuesday, 28th, 10.00 A.M.
PHILIPPINE ISLANDS, JAPAN (via		
NAGASAKI, HONOLULU, CANADA,		
UNITED STATES and SOUTH AMERICA,		
via SAN FRANCISCO	Nile	
Philippine Islands	Teau	
SWAITS, BURMAH, CEYLON, ADELALDE,		
WESTERN AUSTRALIA, INDIA, ADEB,		
EGYPT and EUROPE via NAPLES	Dorflinger	
Swatow	Hainan	Wednesday, 29th, 10.00 A.M.
Chinwang	Wuhu	Wednesday, 29th, 3.00 P.M.
Straits and Sourabaya	Chicago Maru	Thursday, 30th, Noon.
Shanghai and North China	Chunyang	Thursday, 30th, 1.00 P.M.
Swatow, Amoy and Peohow	Haiyang	Thursday, 30th, 3.00 P.M.
Koror, Yap, Ulithi, Saipan, Truk, Pohnpei,		
Kapae, Nauru, Rabaul, and		
Sydney	Germania	Friday, 31st, 11.00 A.M.
Philippine Islands, Australia, Tasmania	Changsha	Friday, 31st, 2.00 P.M.
and New Zealand via Fort Darwin	Kalgan	Friday, 31st, 3.00 P.M.
Ningpo, Shanghai and North China	Nippon	Friday, 31st, 3.00 P.M.
Shanghai, North China and Japan via Yokohama		

COMMERCIAL.

CLOSING QUOTATIONS.

October 23rd	October 24th
ON LONDON	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 60 days sight	2
Bank Bills, at 3 months sight	2 1/2
Credits, at 4 months sight	2 1/2
Documentary bills at 4 months sight	2 1/2
ON PARIS	
Bank Bills, on demand	52
Credits, at 4 months sight	57
ON GERMANY	
On demand	204
ON NEW YORK	
Bank Bills, on demand	48 1/2
Credits, at 60 days sight	49 1/2
ON BOMBAY	
Telegraphic Transfer	148 1/2
Bank, on demand	148 1/2
ON CALCUTTA	
Telegraphic Transfer	148 1/2
Bank, on demand	148 1/2
ON SHANGHAI	
Bank, at sight	72 1/2
Private, 30 days sight	73 1/2
ON YOKOHAMA	
On demand	96 1/2
ON MANILA	
On demand	97 1/2
ON SINGAPORE	
On demand	120 1/2
ON HANKOW	
On demand	14 1/2
ON SAIGON	
On demand	77 1/2
ON BANGKOK	
On demand	77 1/2
SOVEREIGNS, Bank's Buying Rate	\$16.00
GOLD LEAF, 100 fine, per tael	\$52.60
BAR SILVER, per oz.	\$28 1/2

SUBSIDIARY COINS.

Chinese	per cent.
Chinese 20 cents pieces	\$8.38 discount.
Chinese 10 "	\$8.52 "
Hongkong 20 "	\$5.20 "
Hongkong 10 "	\$3.10 "

MAILS VIA SIBERIA.

October 3rd	October 18th
October 4th	October 20th

CHUNG NGOI SAN PO

(Chinese Daily Press)
PUBLISHED DAILY
is the oldest and still immeasurably the best
Advertising medium among the
Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern China

Indo-China

Terms for Advertising (Translation free) can

be obtained at the Office, 10A, Des Vœux Road

Central, Hongkong, 131, Fleet Street, London,

or from the different Agents.

Documents translated from or into Classical

or Colloquial Chinese.

SHARE LIST-QUOTATIONS.

HONGKONG, 23RD OCTOBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTA- TIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790, sellers	5 1/2 p.c.
China Borneo Company, Limited	60,000	\$12	all	\$1, don 279	0 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$3	all	\$4, sellers	
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$9, sellers	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	30,000	Tls. 50	all	Tls. 145, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9, sellers	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$7	5 p.c.
DOCK AND WHARF.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$38	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$79, sellers	5 p.c.
New Amoy Dock Co., Limited	10,000	\$50	all	\$64, sellers	7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 57	
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 109	
Green Island Cement Co., Limited	400,000	\$10	all	\$6.90, buyers	
Hongkong Electric Co., Limited	60,000	\$10	all	\$43 1/2	4 p.c.
Hongkong Hotel Company, Limited	12,000	\$10	all	\$125	5 p.c.
Manila Metropolitan Hotel, Limited	15,000	Ps. 10	all	\$4, sellers	
Hongkong Ice Company, Limited	5,000	\$25	all	\$160, sellers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$63	9 1/2 p.c.
H'kong & South China Steam Navigation Co., Ltd.	16,000	\$10	all	\$2	
Hongkong Steel Foundry Co., Ltd.	16,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	\$10	all	9 1/2, sellers	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$345	5 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$154, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$375, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 137 1/2	
Union Insurance Society, Limited	12,400	\$250	\$100	\$795, buyers	6 1/2 p.c.
Yungtase Insurance Association, Ltd.	12,000	\$100	\$50	\$492 1/2, Ex 7	
LAND AND BUILDINGS.—					
H'kong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$112, sellers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$94, sellers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$46, sellers	7 p.c.
Shanghai Land Investment Co., Ltd.	75,000	Tls. 50	all	Tls. 89	
West Point Building Co., Limited	12,500	\$50	all	\$72, sellers	5 1/2 p.c.
Maatschappij tot Mijn- en Bosbouw	25,000	Gds. 10	all	Tls. 32	
Landbouw exploitatie in Langkat					
Mining.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$2 1/2	
Heeswood Tin and Rubber Estate, Ltd.	822,000	\$2	all	\$2 1/2	
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$54, sal. & buy.	
Trench Mines, Limited	160,000	\$1	all	\$4 1/2	
Peak Tramways Co., Limited	25,000	\$10	all	\$10 1/2	7 1/2 p.c.
Philippine Co., Limited	75,000	\$10	all	\$10 1/2	
Palpas et Papeteries du Tonkin Societe des	13,200	\$50	all	\$30, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$99, buyers	5 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$35, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$74, sales	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$33, sellers	
H'kong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$23 1/2, buyers	7 1/2 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$38	
Shall Transport & Trading Co., Ltd.	2,500,000	\$1	all	\$104 1/2, sal.	6 p.c.
Star Ferry Company, Limited	50,000	\$10	all	\$54, buyers	3 1/2 p.c.
South China Morning Post, Limited	6,000	\$25	all	\$22, sellers	
Steam Laundry Company, Limited	20,000	\$5	all	\$53, sales	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	
Powell, Wm., Limited	15,000	\$7	all	\$10, sellers	4 p.c.
Watson & Co., A. S., Limited	90,000	\$10	all	\$73	
Weissmann, Limited	3,000	\$10	all	\$31	
Union Waterboat Co., Limited	50,000	\$10	all	\$174, buyers	5 1/2 p.c.
Para Rubber in London					3/- per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,800.	Tls. 250	7% p. annum	Par.

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TO-MORROW
Noon—Hongkong Hotel Co., Ltd., Extra-ordinary General Meeting.
2.30 p.m.—Auction of Grass Cloth Goods, &c., at Sales Rooms, by Messrs. Hughes & Hough.
9.15 p.m.—Entertainment "Twelfth Night" at the Theatre Royal.

FORTHCOMING EVENTS.
Tues. and Thurs. 28th, 30th Oct. and 1st Nov.—9.15 p.m.—Entertainment "Twelfth Night" at the Theatre Royal.

Wednesday, 29th Oct.—Noon—Hongkong Jockey Club Half-Yearly Meeting.
4.30 p.m.—Entertainment "Twelfth Night" at the Theatre Royal.
Tuesday, 4th Nov.—9 p.m.—Concert by Dora von Mollendorff at the St. Andrew's Hall.
Wednesday, 5th Nov.—2.15 p.m.—Meeting of the Licensing Board in the Council Chamber.

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